1: Tüxen E-5 (1948) 1951 SG4 Araucanicae SG4
Mapuche-Huilliche

slopes of the Andes on the east. This area is characterized by many picturesquely rounded hills, no one of which rises very high above sea level. Throughout much of the year one may see in the distance as many as eight snow-capped volcanic peaks on the eastern horizon, among them the renowned Llaima and Villarica. One outstanding feature of this zone is the Cautín River Valley, and another is the valley of the Chokichoki. The Chokichoki River and its tributaries flow through much of the region under study, and at Nueva Imperial the Chokichoki joins the main branch of the Cautín (Map 1).

Most of the trade centers of Cautinchu, Carrerillo, and Ranco are with the Chilean community at Chokichoki, which can be reached by unimproved dirt roads. A considerable amount of traffic goes by oxcart in dry weather, but in the rainy winter months travel is limited to horseback. Many transactions also take place in Nueva Imperial, which is a much larger commercial center than Chokichoki. This city may be reached in the usual fashion, except for the need of crossing the Chokichoki River at Los Boldos (Map 1). A flat raft, pulled hand over hand along a cord cable by passengers and "crew" (Pl. V, Fig. 1), makes necessary crossings, except when the river is in flood. Nueva Imperial is situated on the branch line of a railroad that connects with the main line at Temuco, a thriving frontier city of more than 40,000 inhabitants, which is the capital of Cautín Province and is the largest business center in the territory under consideration. Autos from many neighboring reservations visit Temuco regularly, and in fair weather it can be reached from Chokichoki by horseback in four to five hours and by oxcart in less than a day. A few trucks and an occasional automobile travel between Chokichoki and Temuco with passengers and freight, when road conditions permit. In May, 1948, members of the Temuco flying club began to provide occasional air service to and from Chokichoki in a small, single-engined plane. A large crowd gathered on the town's soccer field (Pl. VI, Fig. 1) to watch the landing of the plane when Miss Dorothea Boyce, head of the Misión Araucana's hospital, became the first passenger to fly out of Chokichoki. Thereafter, for the few who could avail themselves of the service, Chokichoki became only fifteen

1: Titiev E-5 (1948) 1951 SG4 Araucanians SG4
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minutes distant from Temuco, and soon the Indians scarcely looked up when they heard a plane in the sky.[1]

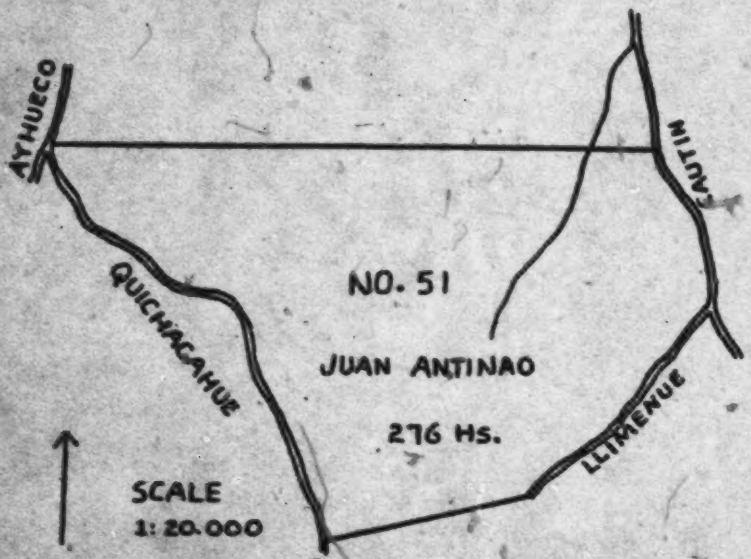

FIG. 5. *Título de Merced* for Cautinche, 1893. Based on an original map in the possession of Juan Antinao. Stream names have been added for purposes of identification of boundaries. The original failed to mark off precise limits.

HISTORICAL SKETCH OF CAUTINCHE

Until a century or so ago, the district now called Cautinche had no human occupants. At some time just before 1850 a Carrarriñe man named Antío Paineo built a house near the

[1] The Reverend Mr. Crawford, a Methodist missionary in Nueva Imperial, flies his own small plane to many reservations in the vicinity. When Raúl González and I were scheduled to leave the field on July 27, 1948, the Cholchol River was in flood, and we were faced with the prospect of a long, circuitous horseback ride in the rain. Luckily, a break in the weather gave us a chance to call for a plane. In the space of about an hour a pilot made two round trips, flying us from Cholchol to Temuco one at a time. Our baggage followed by oxcart.

1: Titiev E-5 (1948) 1951 SG4 Araucanians SG4
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PLATE VI

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FIG. 1. A journey by oxcart from Cautinche to Malalche. The party is en route to the *ñillatun* at Malalche.

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FIG. 2. The first plane landing at Cholchol. Indians and Chileans nearly obscure the small airplane that marks the end of the "oxcart age."

[end plate 6]